



Connections

September 2008

MoDOT Starts a Conversation for Moving Missouri Forward

by Sally Oxenhandler

For a while now, we’ve been talking about how funding for transportation projects in Missouri will fall off a cliff in 2010. It seems that the public, for the most part, understands there is a perfect storm brewing that will cause transportation funding to nosedive: Amendment 3 bond money running out, federal revenue declining and fuel and material prices rising.

Now our customers want to know what’s next. They want to know what they will

get if they give us more money. To answer that question, we have developed a conversation to get us started for what could be done if more money were made available for transportation.

The initiative, called A Conversation for Moving Missouri Forward, lists our top five priorities:

1. Take care of our roads and bridges;
2. Do a better job of providing other ways to get around;
3. Rebuild Interstates 70 and 44;
4. Tackle needed major projects; and
5. Meet regional needs.

The 46 major projects and the 20 big bridges we would tackle first with more funding are outlined in a booklet, which also proposes boosting revenue for passenger rail, ports and public transportation. The initiative calls for rebuilding Interstates 70 and 44 and enhancing our flexible fund and cost-share programs.

	Annual	20-year
What we need	\$1.56 billion	\$31.3 billion
What we have	— \$632 million	— \$12.6 billion
Gap	\$931 million	\$18.7 billion

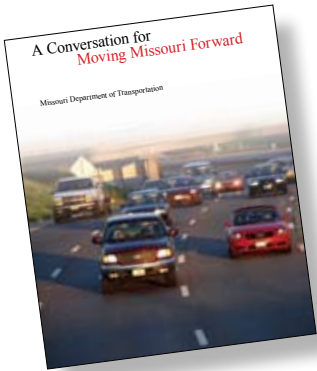
To deliver these improvements will cost a little more than \$1.5 billion a year for 20 years. But we estimate we’ll only have a little more than \$600 million a year during that time. That leaves quite a gap – nearly \$1 billion a year.

“That’s a lot of money, but it’s a practical beginning,” said Chief Engineer Kevin Keith. “The wish list is two to three times bigger, but we’ve taken it to a conservative level.”

The “conversation” doesn’t propose funding solutions. Those decisions rest with the state’s leaders and its citizens, Keith said.

“This plan is by no means a finished product, but it’s the first step in identifying our most critical transportation needs and how they could possibly be addressed. It’s designed to get Missourians excited about what could be accomplished with more funding for transportation,” Keith said.

Keith will officially present the plan to the Missouri Highways and Transportation Commission on Sept. 5. In the meantime, you can find more information on our Web site at www.modot.org/conversation.



Show Me You Care Again

by Kristi Jamison

With record-setting gas prices, a projected rise in home heating fuels this winter and inflating food costs, many charitable organizations and the people they serve are hurting for help. Now that the 2009 Missouri State Employees Charitable Campaign is under way, there’s no better time to consider whether or not you can play a role in helping those who are less fortunate.

The theme – “Show Me You Care” – continues into its second and final year as Missouri state employees are asked to show just how bighearted they are once again during the month of September. In fact, state employees showed a lot of care and concern during the 2008 campaign by giving more than \$1.1 million.

What’s more, MoDOT was the largest donor agency last year. In 2008, MoDOT employees gave \$165,729 to charities – a 21 percent increase over 2007; with 2,094 employees contributing to the campaign representing more than 33 percent of MoDOT employees.

MoDOT’s campaign will run Sept. 15 - 26, with the chance to make individual pledges through an easy payroll deduction or take part in one of the many interesting fundraising events that are sure to take place in district and division offices (look for more information coming soon).

Participating in the Charitable Campaign is totally up to you, but it is a great way to show others how much you care. Any amount, no matter how big or small, will go a long way toward helping people who are less fortunate than you.



Last year, MoDOT’s Charitable Campaign kicked off in the Central Office with a cookout. Employees were invited outside for a free lunch where they also received information about how to participate in the campaign.

For more information, including a list of charitable organizations and an application form, go to www.msecc.mo.gov/ or

contact MoDOT’s MSECC coordinators Stacy Kaiser at 573-751-5952 and Jackie Biele at 573-751-3720.

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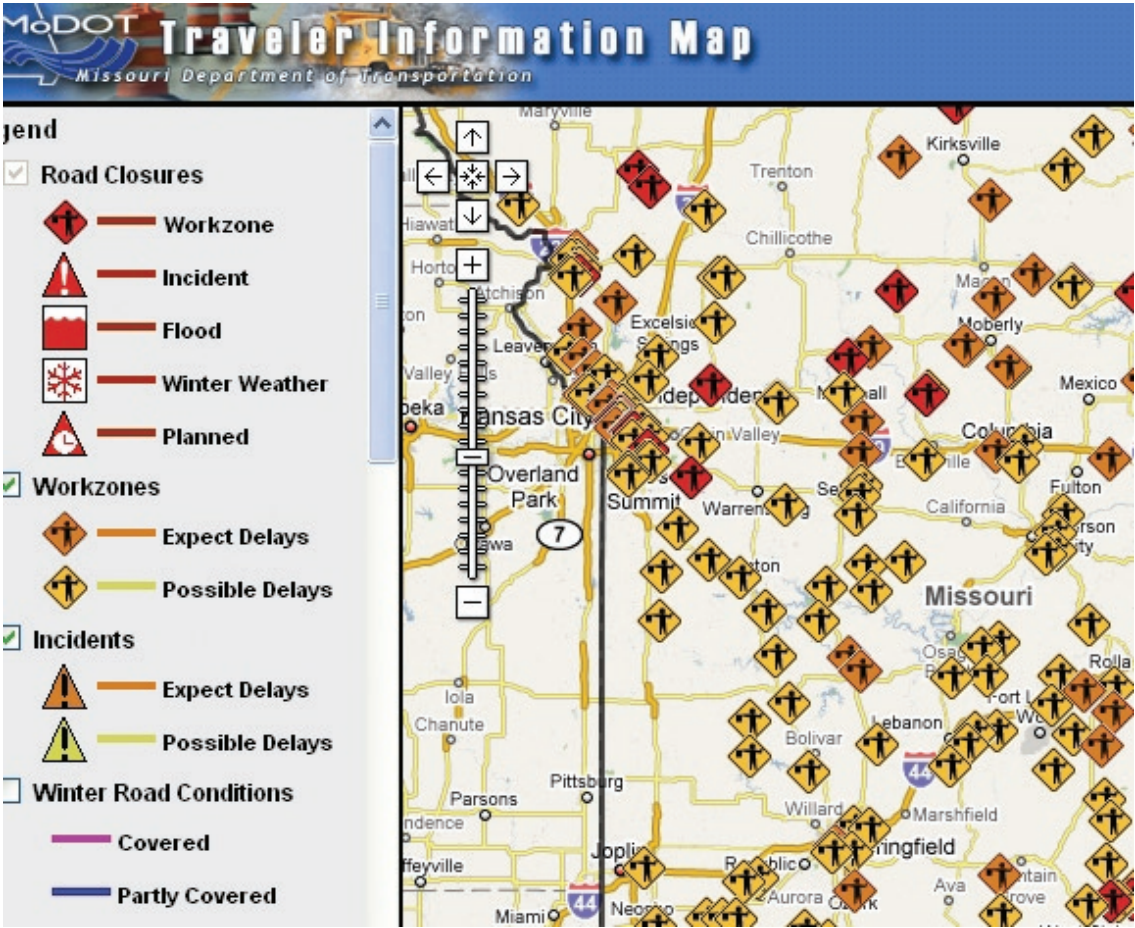
Sparks Fly

Sharper blades for shorter grass along District 8 roadways

Five Things You Can Tell Your Neighbors About MoDOT’s Traveler Information Map

MoDOT’s Traveler Information Map has already helped thousands of drivers plan their trips across Missouri. It is the most-visited page on MoDOT’s Web site. But a lot of citizens still don’t know about this helpful application, or some of the tricks to optimize their visit. Here are five things you can tell your neighbors about the Traveler Information Map:

1. The map features information on work zones, snow/ice conditions, flooding and incidents occurring on major Missouri routes.
2. It is updated 24 hours a day, seven days a week, 365 days a year.
3. There are eight different ways to zoom in for a better view.
4. If icons are too stacked, visitors can double click on an area and the map will zoom in, automatically unstacking the icons.
5. Links to similar maps for all states surrounding Missouri can be found at the bottom left of the navigation bar.



Exciting Changes Made to the Construction Cost Savings Incentive

Change is a good thing, especially when it means that a lot more employees are now eligible to earn incentives through Performance Plus.

After an annual review of the program’s Construction Cost Savings Incentive, two key changes in eligibility have been implemented as of July 1, the start of the 2009 fiscal year.

The first change essentially grants a three-month “grace period” to the eligibility of employees who may have earned the incentive, but have received a written warning. Now for an employee to be eligible for the Performance Plus Construction Cost Savings incentive, they must not have a written warning within 12 months of the *end* date of the incentive period. In the past, the timeframe for no written warning

was 12 months from the *beginning* of the incentive period.

The second change increases the number of employees who are eligible for tiers two and three of this incentive. Now 16 additional job titles from the district Construction and Materials staff are eligible. These titles include office assistant, senior office assistant, materials technician, intermediate materials technician, senior materials technician, district final plans/report processor, assistant district construction and materials engineer, district construction and materials engineer, geologist, district construction liaison, materials inspector, intermediate materials inspector, senior materials inspector, geotechnical specialist, intermediate geotechnical support specialist and senior geotechnical specialist.

State Transit Association Honors MHTC Vice Chairman

The Missouri Public Transit Association paid tribute to Missouri Highways and Transportation Commission Vice Chairman Jim Anderson with the “Friend of Transit Award” during its annual conference at Lake Ozark in August. The presentation took place at the association’s annual summer awards banquet.

The MPTA Board of Directors specifically noted Commissioner Anderson’s efforts to advance transit through local Chambers of Commerce and his strong support as a member of the MHTC. Congratulations!



Blueprint Wins AASHTO Regional Award

Missouri’s comprehensive safety plan won an America’s Transportation Award at the Mississippi Valley Conference in Kansas City in July.

“Missouri’s Blueprint for Safer Roadways” received the award in the Innovative Management category for small projects from the Mississippi Valley region.

The transportation projects were judged according to their size in three categories:

ries: "Innovative Management," "On Time," and "On Budget" construction.

The competition was sponsored by the American Association of State Highway and Transportation Officials, AAA, and the U.S. Chamber of Commerce. Top winners from each region will compete for the National "America's Transportation Award."



In his role as AASHTO President, Director Pete Rahn (left) presented an America’s Transportation Award to System Management Director Don Hillis at the 2008 Mississippi Valley Conference in Kansas City. The award recognized the innovative management used to develop and implement “Missouri’s Blueprint for Safer Roadways.”

Shaun Schmitz

MPERS Names New Executive Director

by Sue Cox

Susie Dahl is the new executive director of the MoDOT and Patrol Employees’ Retirement System following a nation-wide search conducted by the system’s 11-member Board of Trustees.

Dahl, who has served as the assistant executive director since 2001, will assume her new duties July 1. She replaces Norm Robinson, who is retiring, after 42 years of MoDOT service, including 14 years as MPERS executive director.



“I am excited about taking over the reins of our system and about the opportunities ahead of us,” Dahl said. “This is a challenging time for a public pension system like we have. I’m committed to protecting and growing the plan assets and improving the services we offer our members at the lowest cost possible to the taxpayers.”

Dahl graduated from Lincoln University in Jefferson City with a bachelor

of science in business administration. Prior to joining MPERS, she served as director of benefits and legislative coordinator for the Missouri State Employees’ Retirement System. She has also worked as the personnel director for the Missouri Department of Insurance and held various human resource positions in state government.

Be a Super Hero

This September, MoDOT reminds all parents that you can be your child’s super hero by keeping them safe in a motor vehicle.

That will be the message during Child Passenger Safety Week, Sept. 21-27. This national effort stresses the importance of how using the proper restraint system for your child can mean the difference between life and death.

All children in Missouri are required to be in the appropriate restraint device through age seven. State law requires children to be in a booster seat if they are ages four through seven years old, unless they are at least 80 pounds or at least 4’9” tall.

When used correctly, child safety seats are 71 percent effective in preventing fatalities for infants and 54 percent effective for toddlers. Serious injuries can result from improperly fitted safety belts, particularly for children ages 4 through 7 who are secured only in a regular safety belt during a crash. These injuries, commonly known as “seat belt syndrome,” are often life threatening or disabling. Booster seats help prevent this syndrome from occurring by raising the child up so the lap and shoulder belt fits them properly.

For more information on Child Passenger Safety Week, visit www.nhtsa.gov. Visit www.modot.org or www.saveMOLives.com for more information about child passenger safety. Boost and Buckle to Arrive Alive.

Repel the Flu Bug

Free Flu Shots to be Offered for Employees

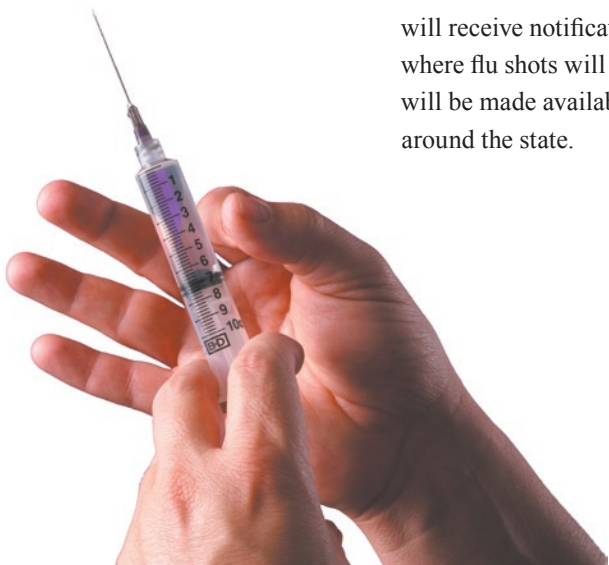
This fall and winter, in an effort to keep employees healthy, MoDOT has elected to offer flu shots free for active employees statewide.

“We realize the importance of our employees staying on the job and healthy,” said Pam Otto, senior benefits specialist.

“We encourage all employees to take advantage of this benefit and participate in the flu shot program.”

The flu shots will not be available for spouses or retirees this year, just current MoDOT employees.

Over the next few months, employees will receive notification of when and where flu shots will be offered. They will be made available in several areas around the state.



Get the 411 on Using Personal Cell Phones At Work

Cell phones are common in the world today. These handy communication tools provide millions of people a quick means of communicating with family, friends, and business associates. But, just like a regular phone, if cell phones are misused, they can do more harm than good.

MoDOT allows employees to have personal cell phones at work. However, employees are urged to make wise choices when using them so they don’t disrupt the work environment; cause safety problems for employees and the general public; discredit the department; or undermine the integrity of department goals.

- Encourage your friends and family to call you only during lunch or breaks.
- Keep calls on your cell phone and personal calls on a department phone to a minimum.
- Do not use your personal cell phone while driving a department vehicle or operating department equipment.
- Do not use any cell phone while engaged in flagging operations.
- Turn off cell phones while refueling vehicles and equipment.

Employees who want to keep the privilege of having their personal cell phones with them during work should



Shaun Schmitz

Here are some tips employees should use when they bring their personal cell phones to work:

- Place the cell phone on “vibrate” (silent mode) when you arrive at work.
- Change your ring tone, if needed, while you have your cell phone at work.
- Do not take photos of your co-workers on the job or show inappropriate pictures, movies or text messages.

not find it hard to do so, as long as they don’t cause disruptions or create safety concerns for coworkers or themselves. However, inappropriate or excessive use of cell phones during work time is not allowed, and could result in discipline up to and including termination.

If you have questions and/or concerns about the use of cell phones at work, please ask your supervisor or your local Human Resources representative.

For Your Benefit

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Q: The Employee Advisory Committee has had numerous inquiries as to the reason MoDOT does not allow using Wellness money (now known as the preventive services benefit) to pay for health club/gym membership fees.

A: The board of trustees for the MoDOT and MSHP Medical and Life Insurance Plan has consistently determined that this is not a benefit that our medical plan should provide.

The intent of our plan preventive services benefit is to facilitate early detection of conditions that may be more serious if not identified at this early stage. The belief is that early identification, and potential treatment, of these conditions will typically result in a better result for the patient and will be

less costly for both the patient or plan subscriber and our plan.

Providing for health club/gym membership fees as part of our medical plan benefits is not the most effective use of plan resources. Some plan participants would sign up for this potential benefit, but not use it on a consistent basis—or at all; administration of this benefit would be difficult, if not impossible, given the way medical plan benefits must be adjudicated; and it would result in additional administrative expense for our plan.

In addition, current resources cannot support health club/gym membership coverage as an employer-paid benefit at this time.

Communication Becomes a Two-Way Street Through Social Media Tools

by Matt Hiebert

Blogs, Wikis, Widgets, YouTube, Facebook, Flickr. If you have a teenager in the family, there's a good chance you've heard one or more of these "new" terms, but do you really know what they all mean?

This list of weird nouns happens to also be a part of MoDOT's movement into "Social Media" – or Web 2.0 as it's sometime called.

Social media is a term for a new way to communicate. In the pre-Internet days, communication from organizations was somewhat of a one-way street. They'd buy an ad or send out a press release, and hope the effort found the right audience. Today, communication is a two-way street. The audience talks back.

Now when MoDOT places a video on YouTube or posts something on its blog, the department invites the public to

comment. Communication is inclusive;
a conversation, not an announcement.

Our audience is actually helping generate content for our Web presence. Their comments encourage other comments and inspire new lines of dialog. Citizens can also talk to each other on these electronic forums. They can learn what their neighbors think about Missouri transportation and put in their opinion.

With social media tools like Wikis, documents can be continually updated by experts and people with new ideas. Manuals suddenly spring to life, becoming continual works in progress. Errors can be corrected immediately rather than waiting “till the next printing.” Best practices can be shared, tweaked, modified and adopted in an afternoon. Groups around the state can find a communication hub to gather around and swap concerns and concepts.

MoDOT's audience has also expanded. Around 150 people attended public meetings on dedicated truck lanes. Yet within a few months of posting a video explaining how they work on YouTube, more than 7,000 viewers took the time to learn more.

Communication is not what it used to be. While there will always be a need for news letters, pamphlets, printed manuals and press releases, letting the reader in on the creation of the document is introducing dynamic new ideas and opening up new ways to talk to the people we serve.

Social Media Terminology*

Blog – A blog (a contraction of the term “Web log”) is a Web site, usually maintained by an individual, with regular entries of commentary, descriptions of events or other material such as graphics or video.

Wiki – A wiki is a collection of Web pages designed to enable anyone who accesses it to contribute or modify content, using a simplified markup language.

Widget – A widget is anything that can be embedded within a page of HTML, i.e. a web page. A widget adds

some content to that page that is not static.

YouTube – YouTube is a video sharing Web site where users can upload, view and share video clips.

Facebook – Facebook is a social networking Web site. Users can join networks organized by city, workplace, school and region to connect and interact with other people.

Flickr – Flickr is an image and video hosting Web site, Web services suite and online community platform.

**Definitions provided by Wikipedia*

Burning Up the Highway

by Nathaniel Allen

It is no question that the heat during Missouri summers can be oppressive. But, how damaging can it be to Missouri roadways? According to Pavement Engineer John Donahue, heat can be quite damaging to our roadways.

There are two main affects that heat has on Missouri's roadways, they are:

1. The stiffness of asphalt pavement decreases as temperatures increase, therefore becoming more susceptible to rutting and shoving under traffic loads.

2. Concrete pavement expands with increasing temperatures and the corresponding increase in compres-

sive stress at a joint can potentially be released through a 'blow-up.'

"A blow-up occurs when a concrete pavement can no longer absorb excessive compressive stresses resulting from high temperatures," Donahue said. "They give no warning, so a driver approaching one as it erupts has the unfortunate experience of hitting a jagged speed bump at high velocity."

According to Donahue, blow-ups are generally only characteristic of old pavement. Newer pavement designs lessen the risk of blow-ups.

“We use modified asphalts on higher volume roads that are designed to resist rutting,” Donahue said. “This also reduces the risk of blow-ups during high temperatures.”

September Service Anniversaries

4

35 Years		Edward T. Parsley	35 Years
Stephen L. Priebe	D3	Madalynn L. Bell	CO
Darrell E. Webb	D4	Barbara L. Burch	CO
		Debbie E. Trusley	CO
30 Years		15 Years	
Roger A. Renshaw	D1	Bryan S. Dorrel	D1
Gregory E. Chapman	D4	Pamela S. Mettes	D2
Terry L. Hufford	D4	Kimberly A. Armour	D3
Dale R. Jackson	D4	Richard W. Orr	D4
Edward H. Nichols	D4	James R. Duncan	D5
Louis C. Swagulski	D6	Dawn T. Haslag	D5
Jack C. Wilson	D8	John E. Sweet	D5
Ricky L. Bryant	D10	John A. Sinclair	D7
Donald E. Riley	D10	Ryan L. West	D7
Randoll O. Robbins	D10	Craig A. Wood	D7
Kevin D. Decker	CO	Brenda K. Archer	D8
		Sandra A. Brooks	D10
25 Years		Connie G. Roe	D10
Larry A. Evans	D3	Carl J. Schwent	D10
Tracy J. Whited	D4	Thomas P. Sikes	D10
James V. Lee	D5	Richard R. Allsbury	CO
Carl L. Gibbs	D6	Russell W. Halton	CO
Kevin J. Koch	D6	August J. Timpe	CO
Glennon R. Nemec	D6	Kevin R. Wideman	CO
David K. Wiles	D6		
Stephen N. Heavin	D9	10 Years	
Eugene Davis	D10	Jeremy W. Jackson	D1
C. Randall Grady	D10	William C. Cretzmeyer	D4
Ronald D. Robertson	D10	Ronald R. Gricher	D4
James W. Sullivan	D10	Lashawna M. Judon	D4
		Glen L. Parkes	D4
20 Years		Ray L. Ruth	D4
Teresa J. Farmer	D2	Scott A. Ernst	D6
Demetrius A. Webb	D4	Russell A. Griffaw	D6
Cary C. Armour	D5	Patricia A. Miller	D6
Sherry L. Backes	D5	Craig E. Sweet	D7
Louis Nunley	D5	Randal J. Ewing	D8
Catherine L. Rispoli	D6	Billie J. Torner	D8
Richard L. Silvers	D7	Donald A. Hills	D9
Kirk A. Bennett	D9	Stephanie A. Buschmann	CO
Mark Thompson	D9	Thomas G. Kriete	CO
Curtis W. Clark	D10		

5 Years		Billy J. Evans	D8
Rebecca E. Briscoe-Yager	D3	James R. Fiske	D9
Michael A. Lorigan	D3	Marcus J. Allen	D10
James A. Robertson	D3	Donald D. Clark	D10
Torrey D. Canady	D4	Nicholas L. Elliott	D10
Howard J. Donahue	D4	Ada M. Farr-Green	D10
Kevin R. Nichols	D5	Gary L. Glastetter	D10
Michael R. Silvey	D5	Nicholas L. Meese	D10
Edwin L. Wilson	D5	Roy J. Stafford	D10
Benjamin C. Hawkins	D6	Delmar W. Whitaker	D10
Joseph J. Molinaro	D6	Timothy G. Williams	D10
Miguel A. Noriega	D6	Steven W. Yamnitz	D10
Jeffery R. Bouvier	D7	Candy D. Groes	CO
Dale R. Pliler	D7	Angelia J. Otto	CO
Lucas K. Tourtillott	D7	Lisa K. Wieberg	CO
		Cody A. Wilson	CO

In Memoriam

Retirees					
Leland H. Atchison	D7	July 1	Clifford G. Hail	D7	July 20.
Morris L. Glaser	CO	July 3	Hayes E. Easley	D3	July 25
Carl E. Boggs	D2	July 18	Henry M. Andrae	D6	July 26
Jackie L. Reynolds	D7	July 18	Paul J. Gutzler	D6	July 27
Louie A. Dean	D9	July 18	Leon D. Burkhalter	D4	July 30
Arthur Uelsmann	D10	July 20	George C. Neill	D4	July 30

June Retirements

Name	Location	Years of Service			
			Philip Schouten	D3	37
			Paul Dibble	D6	9
			John Dixon	D6	30
Roger Tarver	D10	32	Paul Newby	D6	35
Alfred Weatherington	D10	30	Floyd Reynolds	D6	25
Douglas Allee	D1	29	Phyllis Faucett	D7	24
Ricky McMillen	D1	30	Johnnie Smith	D7	12
Paul Hague	D2	35	Lawrence Freeman	D8	10
Edward Borgmeyer	D3	24	Loretta Nanney	D8	8
Roy Cummins	D3	25	Patricia Holzem	CO	14
George Herrick	D3	32	Carolyn Strobel	CO	11
Roy Hoelscher	D3	30	George Rich	CO	19
Tommy Phillips	D4	35			



MoDOT Acknowledged for Award-Winning Work

by Sally Oxenhandler and Kristi Jamison

“The importance of winning is not what we get from it, but what we become because of it.”

- Jackson Brown, author of
“Life’s Little Instruction Book”

Central Office staff brought home several awards to wrap up the 2008 fiscal year. These awards are reflective of how MoDOT has become more accountable and more transparent and how our public image is improving as we strive to promote transportation issues with our constituents.

Like the quote above suggests, it is not the prestige that we may earn from receiving these awards, but rather what our organization has become because of the processes in place for which we have be rewarded.

At the annual AASHTO Standing Committee on Quality meeting, Organizational Results Director Mara Campbell was honored with the prestigious Rich Harris Award. Campbell was recognized by a group of her peers for her outstanding service to the national committee and her significant efforts toward implementing and promoting performance measurement and other quality management practices on a national level.

Her leadership in this area helped MoDOT capture the esteemed Missouri Quality Award in 2007. In addition, MoDOT’s performance-based management efforts have been showcased as a best practice in AASHTO literature as the association considers adopting its own performance management system.

During the 2008 National Transportation Public Affairs Workshop in Nashville, Tenn., MoDOT racked up

on awards for several communications tools. These community relations’ efforts are vital in helping Missourians better understand transportation issues and have played a key role in changing the public’s perception of our agency.

We won the prestigious Excel Award – the highest award for public relations programs and campaigns – for the Missouri Coalition for Roadway Safety’s efforts to reduce fatalities and injuries on Missouri roads. Community Relations Director Shane Peck was presented the Public Relations Professional of the Year award by a group of his peers. In addition, we received accolades in three other categories:

- Special Event for Operation Orange, the department’s statewide Work Zone Awareness initiative;
- Guest Editorial/Op-ed Piece for “The Perfect Storm Brewing in Transportation,” an editorial by Director Pete Rahn alerting the public of an imminent funding shortfall; and
- Interactive Presentation for the department’s interactive Traveler Information Map.

In another contest, three communications projects created by the Community Relations Division received Magnum Opus Awards. The awards were given by ContentWise,

in conjunction with the Missouri School of

Journalism, for excellence in custom publications and the best elements of those publications.

An editorial by Director Pete Rahn about transportation funding falling off a cliff won a gold in the best signed-essay or editorial category. Our online Traveler Information Map received a bronze for best informational graphics, and the cover of the 2007-08 Missouri Aeronautical Chart was given an honorable mention for the best cover.



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Kent Van Landuyt Retires After 37 Years of Service

On Aug. 1, 2008 Kent Van Landuyt decided to retire, at least temporarily, after 37 years of dedicated public service at the Missouri Department of Transportation. Throughout his long-term career, he contributed greatly to Missouri’s state and national success.

Kent first started working at the Department of Transportation as a planning geographer in the Planning Division. Soon after, he began working his way up the ranks with a promotion to an interagency document reviewer. In September 1976, he was promoted to a planning engineer and in September 1990 he was promoted again to a division liaison planner.

Kent, who holds a Bachelor of Arts degree in Psychology and Sociology from Central Methodist College and a Masters degree in Sociology from the University of Central Missouri, remembers being among the first professionals hired by the department to carry a degree in an area beside engineering and law.



District Engineer Roger Schwartze, District 5, had a little fun presenting Kent with a gift, or maybe it’s more like a suggestion for what he might do with all of that new spare time.

“Now so many employees have degrees,” Kent said. “It has really broadened the perspective of the department to use people with other professions over the years.”

After serving 30 years in the Planning Division, Kent was put on special assignment to work on federal legislation. He was again promoted to special assistant to the director in April 2006. Since that time, Kent has served Director Pete Rahn and led Missouri’s involvement in AASHTO.

“Kent’s ability to build relationships and connect with Missouri’s Congressional delegation and staff in Washington, D.C., as well as the AASHTO staff, has been invaluable to MoDOT,” said Director Pete Rahn. “I appreciate everything he has done to advance Missouri’s transportation system at the state and national levels.”

With public involvement playing such a critical role in planning for the state’s



transportation needs, Kent’s superior relationship-building skills have served as a great asset to the department. He has established first-class rela-

tionships with a wide variety of groups from regional planning commissions to United States Congressional delegates.

“Throughout the years, I’ve seen MoDOT transition from an organization that did everything and made its decisions internally to one that now seeks broad-based input from other state leaders, industry professionals and citizens about how we do business,” he said. “My educational background taught me that involving others and communicating with them always provides a better outcome.”

“The opportunities I’ve had and MoDOT has supported through its involvement with other professional organizations, has, in my opinion, positively changed the opinion of MoDOT across the country,” he said.

These relationships have been essential in building a strong transportation framework in Missouri and nationally.

“I have been fortunate that in every position I’ve had at MoDOT, nothing was just routine,” Kent said. “It was a different challenge everyday.”

Fortunately for us, he will resume his duties on a part-time basis this month, continuing to assist Director Rahn through the remainder of his term as AASHTO president and on the authorization of the next federal highway program.

Beyond his regular duties at MoDOT, Kent has supported various programs that are a benefit to employees. He was on the board of the Jefferson City Highway Credit Union, now known as First Financial Credit Union, and he served for several years as a board member and president of the Highway Employees Life Insurance Program.

Closer to home, Kent has always been actively involved in his community, serving on both school and church boards and providing service to the United States Selective Service Commission.

Now that he won’t be working ... as much ... he will get a well-deserved chance to spend more time with his wife, Alice, and their three grown children; doing yard work; and, last but certainly not least, enjoying his model trains and collecting even more railroad memorabilia.

D1

Northwest

Art Comes to MoDOT

Story and photos by M. Elaine Justus



Shaun Schmitz

The new Welcome Center at Eagleville has become the subject of scrutiny as the search for a mural artist begins.

Although public art is common place in many venues, the Missouri Department of Transportation is not the first organization that comes to mind. All that is changing since an Enhancement Funding Grant was approved to create a mural for each of the new Welcome Centers in our state.

The Northwest District began the process with the invaluable assistance of Ms. Keiko Ishida, program specialist for the Missouri Arts Council. With her help, we were able to recruit a review panel composed of individuals who were familiar with the region, and had a strong background in art and the process of producing art.

From the initial field of 54 applicants, three artists were chosen. They were then brought to Northwest Missouri to not only see the location for the mural, but to meet the people of the area and hear their stories about the history. We also took the time to let them explore the local geography, biology and botany to help them develop a sense of their subject matter.



M. Elaine Justus

The first step was to actually visit the site of the mural. The three candidates took a lot of photographs and measurements while they got a sense of the lighting and space they had to work with.



M. Elaine Justus

That evening, residents of Eagleville and the surrounding area got an opportunity to meet the three artists, tell them stories of the history of the area and the people, and even got a chance to see examples of the kind of work the artists had done in the past.

for more info

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St. Joseph, MO 64506-1399



M. Elaine Justus

The Pawnee Prairie in Harrison County was the next stop. The artists walked on unbroken sod to view prairie grasses and wildflowers up close. The nearby Dunn Ranch, operated as a co-operative effort with the Missouri Department of Conservation and the Nature Conservancy, is one of the last nesting grounds for the Prairie Chicken. Their population numbers are improving thanks to the efforts of committed environmentalists.

Events in August

by M. Elaine Justus

The good folks of Alledale in Worth County were pleased with work that the Grant City maintenance crew did patching Route T recently. They were so pleased, they put "Thanks MoDOT" on their community sign. That's not something we see everyday.



Danny Roach



Every year Northwest Missouri employees volunteer to get up before dawn and ride six hours in a van (roundtrip) to be a part of the Highway Gardens at the State Fair. It's a great opportunity to meet and talk with folks about a lot of different things. They all agree that the Highway Gardens are the most beautiful spot on the fairgrounds.



Former Customer Service Representative Connie Hale may have officially retired from MoDOT last year, but she's still a genuine asset to the department – as a 1,000-hour employee. Recently she was at the Maysville Back-To-School Fair, one of four this summer, where she helped get school supplies to needy families and educate them about the importance of buckling up.

D2

North Central

The Bridge is Closed and All Is Well in Glasgow

by Tammy Wallace

Although it was hot enough to fry an egg on the sidewalk as the old expression goes, the city of Glasgow's Tribute and Ceremony to the Historic Glasgow River Bridge, complete with parade

With the closing of the bridge for up to a 12-month period scheduled for Monday morning, August 4, it was important that the ferry service providing alternate transportation be operational.



Catherine Morrison

A variety of local and state guests pay tribute to the Historic Missouri River Bridge at Glasgow on a very hot day in August.

and other activities, went off without a hitch. The ferry service was even up and running when the bridge closed to traffic, although that took a little bit more effort to accomplish.

However, with heavy rainfall causing elevated river levels just days before, it seemed impossible that the ferry would reach Glasgow. Additionally, the vehicle access to the ferry on the west end of the bridge was under water.

It's still a little perplexing how everything seemed to come together as it did. Late afternoon the Friday before, the river levels dropped rapidly. That allowed the contractor to begin working on the access. The ferry, originally scheduled to arrive on July 31, was steadily making its way to the area.



Dennis Brucks

Calhoun Ferry Company is ready to go.

On Saturday the Tribute began with a parade down Main Street. When the parade reached Stump Island Park the ferry could be seen in the distance head towards its new home for the next 12 months.



Brian Haefner

Many people came out for the parade downtown.

Information gathered from the ferry company indicates the service has been successful the first two weeks, with over 200 vehicles and nearly 400 passengers on average per day using the service.

The fare for the service is \$8 per one-way trip for passenger vehicles if the ticket is purchased on the ferry. Discounted tickets can be purchased from the city of Glasgow and other locations for \$6.

During the ceremony a variety of guest speakers from Sen. Bill Stouffer to the Mayor of Glasgow to MoDOT's own Kevin Keith paid tribute to the bridge and thanked those who worked to bring the project to fruition and said they were looking forward to next year when the newly rehabilitated bridge would be opened to traffic.

MoDOT set the fare structure with input and approval from the city of Glasgow and the Glasgow Alternative Transportation Committee. The cost is equivalent in today's dollars to the \$3 fare charged in 1987 when the community provided a similar ferry service, and when gasoline was less than \$1 per gallon.



A web cam provides a great view of the bridge.

The contractor worked through the weekend preparing the access area and at 10 a.m. Monday morning, just as planned, the bridge closed to traffic and the ferry began making trips back and forth across the river.

Visit our Web site over the next 12 months to view Web cam photos of the demolition and construction of this innovative major bridge project.

Above and Beyond

by Tammy Wallace

For Maintenance Supervisor Scott Miller and Senior Maintenance Worker Stan Weber of the Atlanta maintenance facility, one Friday in July started out with a fairly common practice this summer, closing a road due to high water. However, what happened next was anything but common.

Around 4 a.m. water was rising over Route 156 west of LaPlata. Scott and Stan had just set barricade boards on the east end of the road and were heading to the west end to do the same when they noticed a vehicle's brake lights and realized the vehicle was sitting on the

west end of the roadway in the water. Scott and Stan went around to the west end and saw there was a woman in the vehicle. They started driving towards her, but when they realized how deep the water actually was, they turned around and backed down toward the vehicle pulling up along side. They asked her if she was in trouble and she said, "Yes, the water is in the floorboard."

None of them could open their car or truck doors because of the force of the water, so the woman crawled out of her window into the bed of their pickup truck, as they reached out from their truck window to help her as best as they could. They took her to safety and asked if they could drop her somewhere, but her husband was

just approaching. About that time her car washed off of the roadway into the ditch.

Scott said they were really surprised when later that afternoon they both received phone calls from Director Pete Rahn saying he had heard about their involvement in helping the woman out

crawled out of her window and walked to safety because the water was probably only about waist deep. We did not do anything heroic."

Scott and Stan may not feel heroic, but Pete feels differently. They were both presented meritorious awards by Pete at the August Commission meeting.



Shaun Schmitz

Scott and Stan receive meritorious awards from Pete.

of her vehicle. He also thanked them for all they were doing with the flood, and for what they had done to help her.

Scott said, "This was no big deal. If we had not been there she could have

Although Scott nor Stan knew the woman, I am confident she was very thankful they were there that morning.

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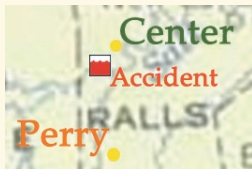
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D3

Northeast

Man vs. Wild

Expect the unexpected. This is the attitude of MoDOT employees battling flash flooding. When Center Maintenance team member Keith Golian was sent out to evaluate one of the major roads during a flash flood, he had no idea he and Signing team member Thomas Ragland were about to become heroes. Keith is a volunteer fireman with the Center Fire Department, and Thomas is a volunteer fireman with the Perry Fire Department. The flash flooding and resulting incident was located between the two communities. Below is a recap of the conversation and events that occurred the morning of July 25, 2008.



Thomas: *The [Perry] fire department called and said they'd gotten more water than they'd ever seen; it was even over the guard rail. I got a hold of Keith and asked him to go check it out.*

Referring to Route 19 near EE over Dry Fork Creek, water was roaring over the road and traffic was backed up when Keith arrived.

Keith: *A Truck driver beat on my window and said there's a car down there. The water is roaring, and we can't hear anyone yelling. I grabbed a spotlight and ran into the woods by the creek. I could only shine it about 50 yards and couldn't see anyone. Finally, I heard one guy screaming. I waded in over my waist and knew I couldn't go any further; I yelled that help was on the way.*

When Keith made the 911 call and explained there were people swept off the road by water and that they were alive, the dispatcher said she would get the Center Fire Department to come.

Keith: *Ma'am [pause], I'm on the fire department and from this side you can't*

get to them. You need to get the water patrol or someone from the other side, because I can't get any closer.

In the meantime, Thomas was already driving to get to the other side of the creek, the Perry side.

Keith: *The truck driver offered to send one of his buddies from the other side down there, but I knew it was dangerous. So I called Thomas, and he said they would go in from that side.*

The scariest thing for Keith was that he didn't know if it was one person or a family with kids. He was pretty shaken up until he found out they were all right.

Thomas: *Keith and I stayed in contact by phone. The boys were carried between 200 and 300 yards down the creek. We could hear them screaming. One of our guys had a couple of lassos, so he threw life jackets to the boys once we spotted them. We had to pull them in because the current was so strong.*

While Thomas and three other guys from the fire department were pulling the boys out, Keith wondered if someone else could be out there. **Keith:** *The best thing I could do was to prevent this from happening somewhere else, so Dale Epperson and I set up the barricades blocking the road, then drove all along the roads in the area stopping and listening to try to hear any other cries for help.*

Fortunately, there were no other victims of this flash flood.

When asked what the boys said to Thomas when he and his crew pulled them out, Thomas replied, "They were very thankful, and their parents have called and thanked us, too."



The Corps of Engineers released almost 500- billion gallons of water over several days to control flooding at Mark Twain Lake. Six roads in the Northeast District were closed several days as a result.

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Thomas Ragland and Keith Golian, Northeast District employees and volunteer firemen, became heroes the morning of July 25, 2008 when they saved two teenagers from flash flooding.

First the Heat, Then Flying Fish

Having the Missouri Highways and Transportation Commission come to the Northeast Missouri city of Canton was memorable not only for the community, but also for a few of the commissioners. Chairman Duane Michie and Commissioner Rudy Farber had just been to the area 10 days before the meeting to celebrate the Avenue of the Saints opening. Given a warm welcome both times, both gentlemen have two distinct memories of these events: the heat and the flying fish.

Even though flash flooding occurred in Northeast and North Central Missouri the night before the Avenue celebration, the sun beat down on the dignitaries during the 90-minute ceremony. "It was hot, but we were thrilled to be participating in such a significant event," Commissioner Farber said. "We were especially excited when it was time for all 30 of us on stage to cut the rib-

bon and were surprised by the balloon launch and fireworks going off behind us."

The Commission meeting in Canton was filled with excitement, as well. Even though the dinner on the ferry the evening before the Commission meeting was cancelled due to the weather, immediately following a wonderful indoor dinner, guests were invited to a ferry ride across the Mississippi River. Typically used for transporting grain trucks, tractor trailers and other vehicles, the sun set beautifully in the west as the crowd learned more about the ferry operations and the Mississippi River. One thing they learned is that there are flying fish in the river. "A flying Asian carp literally jumped up on the ferry, so I scooped it off with a shovel," explained Commissioner David Gach. "I've never let a fish get the best of me!"



MHTC Chairman Duane Michie and Commissioner Rudy Farber visited northeast Missouri two times in less than 10 days. The first was to participate in the multi-state Avenue of the Saints celebration and opening, and the second was to conduct the Missouri Highways and Transportation Commission meeting in Canton. Both events presented memorable moments for the commissioners.

D4

Kansas City Area

City, State Officials Celebrate Opening of New Pryor Road Interchange

story by Kerri Lewis / photos by Steve Porter

In a partnership effort between MoDOT and the city of Lee's Summit, the new Pryor Road Interchange opened to traffic Aug. 15.

"We listened to citizens who stated a need for this project. We are pleased to work with the city of Lee's Summit to open this interchange that will allow motorists to move through

this area safer and with more ease. It also allows businesses to continue to expand along this corridor," said Elizabeth Wright, MoDOT district engineer.

During a ribbon-cutting ceremony, MoDOT and area leaders celebrated the completion of the first half of a project to improve the Interstate

470/Route 50/350 Interchange. State Rep. Will Krause of the 48th District; Commissioner David Gach of the Missouri Highways and Transportation Commission; and District Engineer Elizabeth Wright spoke during the celebration, commending the strong partnership between the city and MoDOT.

The entire project includes the half-diamond interchange at Pryor Road and the next phase of construction to build a similar interchange at Blue Parkway to be completed by 2010. This also includes building connector roads that join both interchanges, enhancing the area's transportation system. Paid for by MoDOT and Lee's Summit through Tax Increment Financing, the project will reduce congestion and provide improved access to local roadway systems at



Steve Porter

Commissioner Gach of the Missouri Highways and Transportation Commission was pleased to see this phase of the project complete.



Steve Porter

Representatives from MoDOT, the city of Lee's Summit and Affinis Corporation, along with Commissioner David Gach and Rep. Will Kraus, made the project's completion official with the ceremonial cutting of the ribbon.



Steve Porter

Rep. Will Kraus commended MoDOT and Lee's Summit for their commitment to provide improved access for the community.

Colbern Road, Chipman Road, Blue Parkway and Pryor Road for the more than 130,000 vehicles that pass through this area daily.

This interchange was constructed as a result of a Route 50 Corridor Study and a traffic impact study initiated by the city of Lee's Summit and MoDOT. These studies showed that significant interchange modifications were needed to address congestion and improve access.

kclCON, Moving Right Along

by Jennifer Benefield

Foundation work on the center pylon of the new Christopher S. Bond Missouri River Bridge in Kansas City is under way. This bird's-eye-view of the cofferdam was taken from atop the south tower of the Paseo Bridge. The new bridge is scheduled to be open to traffic in spring 2011.



Gary Naugle

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D5

Central

Coalition Puts Sober Driving in the Spotlight

by Holly Dentner

You might think you have a secret drink number, a personal limit on the amount of alcohol you can consume and still be safe behind the wheel. But members of the Central Region Coalition for Roadway Safety want you to know that driving a car under any level of intoxication is a risk you should never, ever take.

Coalition partners spread that message as part of the national “You Drink and Drive. You Lose” campaign in August.

In mid-Missouri, the Central Region held a news conference on Aug. 7 at the Columbia Police Department.

Media representatives were invited into holding cells and the booking room to see what happens to drivers when they are arrested for driving under the influence. Columbia Police Captain Zim Schwartz, Central Region Coordinator Matt Myers, and Missouri State Highway Patrol Lieutenant Larry

Plunkett all spoke about why the campaign was so important.

“Fourteen mid-Missouri law enforcement agencies are dedicating extra time and effort in August to arrest impaired drivers, and many of them are here today to show their support,” said Myers. “While our local law enforcement officers work to ensure the safety of area roadways, the responsibility is one that is ultimately shared by every motorist.”

“There are simple precautions every person can take to prevent alcohol-related tragedies,” said Myers. “If you plan to drive, don’t drink. Encourage safe driving among your family and friends. Report impaired drivers to law enforcement. And, always wear your seat belt because it’s your best defense against an impaired driver.”



Holly Dentner

Television cameras captured the sights and sounds of being placed in a holding cell at the police station.

Between 2005 and 2007, there were 95 fatalities and 581 disabling injuries in Central Missouri due to impaired driving. Statewide, someone is killed or injured in an alcohol-related crash every 1.7 hours.



Cathy Morrison

Central District Traffic Engineer Matt Myers takes his turn at the podium during a news conference in the Columbia Police Department booking room. He joined other Central Region coalition partners to promote safe and sober driving.



Cathy Morrison

A reporter from KMIZ-TV tries out a device that measures blood alcohol content.

Central District Host Day at State Fair

photos by Holly Dentner



Did you know a styrofoam take-out container takes one million years to decompose? The Central District helped fairgoers get the “facts about trash” with an interactive display where they could learn how long it takes commonly found pieces of litter to decompose.



The Central District Host Day at the Missouri State Fair was on Thursday, Aug. 14. We invited a special guest, “Buckle Bear,” to greet children in the Highway Gardens. He showed them how he always buckles up, gave out plenty of hugs, and spread the message to ARRIVE ALIVE!



A fairgoer tries his best to maneuver a tricycle around traffic cones while wearing fatal vision goggles. The goggles simulate what it’s like to drive impaired. Participants learn how alcohol slows reflexes and affects coordination.

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D6

St. Louis Area

Motorist Assist on Road for 15 years

by Andrew Gates

In 15 years, the uniforms have changed, the vehicles have changed and many of the people have changed. But, in the 15 years since MoDOT motorist assist trucks took to the highways in St. Louis, one thing hasn't changed: the enthusiasm and pride each operator brings to the mission. The motorist assist program in St. Louis was born in late 1992 by the brainchild of Hank Krull who saw the effectiveness of similar programs in Minneapolis, Illinois and Houston.

The first vehicles got on the road, assisting drivers around St. Louis in

Cypress to Riverview; and Interstate 64 from Ballas to Kingshighway.

The fourth operator, and the supervisor, filled in when operators were ill or when major problems arose. The program expanded twice in 1996, adding a total of 16 operators, another patrol route and four more trucks for a total of 14 vehicles. From the early days of the program, MoDOT partnered with fire and police departments, as well as with the Illinois motorist assist crews, to bring the pieces together to create a first-rate program.



Mel Borgman (left) and Hank Krull (right) speak to current Motorist Assist Operators during a recent celebration of the 15th anniversary.

February 1993. Initially, the project was funded by Federal Clean Air funding. Today, MoDOT uses funds from its construction budget, which includes some federal money. Since operators assisted nearly 48,000 drivers and traveled almost one million miles in 2007, motorist assist continues to be a valuable way to keep traffic moving around the region.

"This was a great program to get started," Krull said during a recent celebration of the 15th anniversary of the motorist assist. "We knew that we would be successful if we could get the public to recognize us, and to like us."

The program began with eight operators: four in the morning, four in the afternoon and one supervisor, Mel Borgman, who was originally a safety officer for MoDOT. They patrolled three routes: Interstate 70 from Route 94 to Interstate 270, then on I-270 from Dorsett to the Rock Road; I-70 from

"We didn't know what we were starting, (in 1993)," said Borgman, who retired from MoDOT, but still works part-time for the department. "We learned a lot as we went and every operator has to know a lot of different things. When we were interviewing, though, we looked for three qualities. They had to have some mechanical ability, they had to have the ability to deal well with the public, and they had to be able to think on their feet."

"Over the years, we have evolved greatly, mostly in appearance, driven by safety," said Bruce Pettus, the St. Louis incident management coordinator, who oversees the motorist assist program.

The foundations of providing quality service to MoDOT and the public were instilled into all 83 people who have worn the uniform over the years. Completing 15 years of operations is significant and we've come a long way because of what our operators do every day."

Students Enjoy TRAC Summer Camp

by Shirlyn Myles

Nine students from District 6 received eight of the 14 awards presented during MoDOT's Seventh Annual Transportation and Civil Engineering Summer Conference in Jefferson City.

This year's TRAC Summer Conference was held July 22-25 in Jefferson City, and 14 of the 27 students in attendance came from the St. Louis metropolitan area. Participating schools were Riverview Gardens Senior High, Construction Career Center, Bishop DeBourg and Trinity Catholic High School (St. Louis); Helias, Jefferson City, Simonsen and Calvary Lutheran (Jefferson City); Rock Bridge (Columbia); and Maries R1 (Vienna).

Students participated in a Missouri bridge inspection, studied the relationship between energy and gravity through magnetic levitation and designed their own miniature vehicles that traveled using only electromagnet field levitation. During the bridge inspection, students were judged on their ability to conduct an inspection of a bridge's physical structure. Parents and MoDOT staff were invited on the last day to attend the students PowerPoint presentations, which focused on content, creativity and presentation style. After the presentations, awards were presented during the closing ceremony.

The All Star TRAC Participant, an award that recognizes the individual

who has gone beyond all expectations was presented to Charles Miller of Helias High School. Charles participated in all the activities, displayed a positive attitude, showed respect for fellow participants and enthusiasm for the summer conference. Charles was selected based on nominations from camp participants and volunteers. He received an Acer Laptop and several computer accessories.

The grand prize winner was Lin Zhuang of Rock Bridge, who accumulated the most points throughout the camp. Lin was awarded a HP Laptop and several computer accessories.

The TRAC camp had a positive impact on students, as demonstrated by Danielle Redden who was a first time attendee to the TRAC conference. "I feel very blessed to have had the opportunity to attend TRAC. I made new friends with the students and the volunteers and I learned a lot about civil engineering. When the TRAC conference was over I was kind of sad to go, because I had such a good time and it changed my life and career plans. Now I am actually thinking about becoming a civil engineer and attending Mizzou."

Many thanks to the MoDOT staff who helped make this year's TRAC camp one of the best ever!



TRAC Camp Participants

Hampton Avenue over I-64 Closure Starts September

Hampton Avenue over Interstate 64 will close on Sept. 22. The bridge and the south entrance into Forest Park will undergo major reconstruction as part of the New I-64 Project. The bridge will reopen to vehicle traffic with one lane in each direction by Memorial Day 2009, and is expected to fully open by July 4, 2009. Since I-64 will be closed between Interstate 170 and Kingshighway Blvd. during 2009, MoDOT is working with park entities to inform patrons of detours and the most accessible entrances into their favorite attractions.

Kingshighway Interchange Reopens

On the weekend of Aug. 15, all of the entrance and exit ramps at Kingshighway Blvd. were closed simultaneously. Crews removed old traffic signals and installed and tied in the new signals that support the crossover to a single-point urban interchange. The Interstate 64/Kingshighway interchange was reopened to traffic by morning rush on Aug. 11. The newly designed interchange will allow more vehicles to clear the intersection at one time, promoting less congestion on Kingshighway Boulevard, a main thoroughfare for the hospital district and Forest Park.

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D7

Southwest

Owl Moves to Signing and Striping

by Wendy Brunner-Lewis



Mark McCoy, right, presented Tony Gates with the OWL award at July's management team meeting.

In 2007, District Engineer Becky Baltz implemented the Outstanding Work Leadership, or OWL, award as a way to recognize employees who show examples of servant leadership.

One of the key points of the OWL award is that the current holder of the award has to carefully choose the next award recipient. The new recipient is then asked to attend a management team meeting with the individual who honored him or her.

Signing and Striping Regional Maintenance Supervisor Tony Gates received the award from Maintenance Superintendent Mark McCoy at the July management team meeting. Past recipients include Patti Radley, Barry Weaver, Janet Doty, Sandy Cline, Michael Hudson, Becci Herron, Greg Storm, Vickie Ginder, Randy Branham, Gary Clinton, Tim Rice and Mark McCoy.

54 YMCA Kids Converge on MoDOT



Mike Middleton, left, and Jim Conley, far right, give the kids a lesson on communication and teamwork.

In late July, 54 kids from the Neosho Family YMCA converged upon District 7 to learn about MoDOT. They were treated to a tour of the district office, Signing and Striping and a salt dome.

After their tour, they got to come inside and cool down while learning a lesson on communication and teamwork. Construction and Materials Engineer

Mike Middleton and Assistant Construction and Materials Engineer Jim Conley had a large group of kids hold a PVC pipe on top of their index fingers. Then they had to lower the pipe to the floor as one, still keeping the pipe level. They did a great job of working together to make sure the pipe stayed level and didn't roll off their fingers.

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1,000,000-plus Hours of No Lost-Time Accidents



Jeff Divine (left to right), Dan Probert, Glen Kester, Ted Lessman and David Toler of Golden City make up one of the buildings celebrating no lost time accidents.

From June 2007 to July 2008, District 7 employees have gone 1,044,885 hours with no lost work due to accidents. That equals approximately 14 months with no lost time! Great job!

“Celebrate what you want to see more of.”

-Thomas J. Peters, American business management writer

50 Employees Participate in Fitness Challenge

by Wendy Brunner-Lewis

In August, 50 District 7 employees signed up to compete with each other to see who is a bigger loser. The fitness challenge has two components in which employees may participate:

- weight loss and
- miles/steps travelled.

The competition ends October 31, 2008.

The weight loss and exercise is self-reporting, with the designated team leader collecting the information each week and reporting for the entire team.

Team names include MoDOT Trimline, ODOV (over dimension, over weight), Joggernauts, PHAT Chance,

Orange Crush, Phat-astics, Motion Maniacs, BiPeds and Hot Mixes.

Everyone who signed up received a pedometer donated by Fred Harris, Sharon Bradshaw and Kyle Hickam, local agents with State Farm Insurance, and Freeman Southwest Family YMCA.

Team members can track how many steps they take in a day with the pedometers. The amount of steps recommended adults take each day to maintain a healthy lifestyle is 10,000.

The winning team in each category receives a t-shirt designed especially for the event.



District 7 EAEC Established

In early summer, Director Pete Rahn asked all districts to establish a district Employee Advisory Extension Council with the intent of dealing with more district-specific issues than what the statewide Employee Advisory Council handles.

The District 7 EAEC held its first meeting in July. There are 12 members from across the district on the committee.

“We’re just getting started, but I’m really excited about the group of people

on the committee,” said Design employee Nick Correnti, EAEC chairman. “I think everyone on the committee wants to improve communications among all employees in the district, and we all want to make the district a safer, better place to work. We’ve got some great ideas that I’m anxious to get out there.”

D8

Springfield Area

Route 65/14 Project to Unclog Busy Interchange in Ozark

by Bob Edwards

Improving traffic flow at a busy cross-roads in growing Christian County is the goal of a widening project at the Route 65/14 interchange in Ozark just getting under way.

The project has been high on the list of needs of the Ozarks Transportation Organization, the Springfield metro area planning agency.

“This addresses portions of two OTO top priority corridors – Route 65 and Route 14,” said Assistant District Engineer Andy Mueller.

The interchange reconstruction cost is \$7 million, with \$5.5 million coming from a congressional earmark (former U.S. Sen. Jim Talent).

Planners decided that expanding the interchange at Ozark was the best use of the money available, Mueller said, since adding lanes along the entire corridor would cost far more than the \$7 million available. Besides, the interchange is a significant bottleneck and has a lower “level of service” than the rest of the corridor.

Scheduled completion is Nov. 1, 2009.

The project will widen the Route 14 bridge over Route 65, giving Route 14

two through lanes in each direction between 16th Street and 22nd Street.

The expanded bridge also will have two eastbound left-turn lanes onto the northbound Route 65 on-ramp and one westbound left-turn lane onto south-bound Route 65.

The widening will be done by building a 48-foot wide companion bridge on the south side of the existing bridge.

“It’ll become one complete structure bearing the load all the way across,” said Branson Construction Inspector Russ Klein.

The project also:

- Will provide each Route 65 off-ramp with dual left-turn lanes onto Route 14.
- Relocate the intersection with 18th Street about 150 feet to the east to improve traffic progression. Traffic signals will be installed at the new 18th Street intersection and the signals at 17th Street will be removed.
- Provide new sidewalks, storm drains, concrete medians and concrete islands.



Branson Construction Inspector Russ Klein hands a fact sheet to banker Sherri Moffitt as part of the person-to-person and media public information effort for the Route 65/14 interchange reconstruction in Ozark.

Galena’s Larry Scobee Retires

by Angela Eden

Galena Maintenance Supervisor Larry Scobee

Service: 31 years (Hired Feb. 1, 1977)

Career: Maintenance worker, 1977-1988; senior maintenance worker, 1988-1995; maintenance supervisor, 1995-2008 – all at Galena Maintenance

Biggest Challenge: “We seem to be doing a whole lot more with less. It’s tough.”



Scobee

Post-MoDOT Plans: Spend more time with wife, Debbie, and family; play in the snow; continue working in his dirt/gravel hauling business; more time fishing and hunting

Biggest Change: More communication equipment in trucks; better equipment

Quote: “I’m going to miss the people. I made a lot of friends.”

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Bob Edwards

D8 at Work

Springfield Senior Construction Inspector Tim Arens (top left photo) tests striping reflectivity for the just-completed Route 38 (Spur Drive) five-laning project in Marshfield.

Galena Senior Maintenance Worker Bill Dodd (top right photo) sharpens blades on a sickle bar before heading out to mow the next day.

Traffic Studies Specialist Stephanie Stogsdill (middle photo), talking with visitors at District 8’s booth at the Ozark Empire Fair, uses a computer animation to help explain the “Diverging Diamond Interchange” to be built in 2009 at I-44/Route 13 in Springfield. Fair booth volunteers gave away 3,900 state highway maps during the 10-day run of the regional fair in Springfield.

Clever Maintenance Supervisor Jim Jewsbury runs a track hoe (bottom photo) to clear gravel and other flood debris from Spring Creek at the Stone County Route M bridge near Brown Spring.

*“Talkin’ Transportation”
Call-In Radio Show*

KWTO 560 AM, Springfield

10-10:50 a.m. Wednesdays

radiospringfield.com

D9

South Central

District 9 Expands Maintenance to Weekends, Increases Efficiency, Options

Better, faster, cheaper – words all MoDOT employees have come to live by and words that drove the decision to explore an innovative solution to work management on Interstate 44 in the South Central District. The solution has become known as the Interstate 44 Weekend Maintenance Crew.

In the spring of 2006, three incident response trucks were introduced along Interstate 44 – in Cuba, Rolla and St. Robert. Employees were assigned to these trucks and expected to be on call 24 hours a day, seven days a week, and able to respond to incidents within 30 minutes.

This service proved successful based on the feedback of first responders along the corridor. The Missouri State Highway Patrol and fire departments expressed appreciation of the added support. A positive working relationship grew from this experience but the demand of being on call began to take its toll on the MoDOT employees who were sticking close to home in case they received a call.

These employees had done such a great job, they built a very high expectation for themselves. Fortunately, the point has not been reached where incidents on Interstate 44 through the South Central District are every weekend occurrences. However, this also meant employee lives were being put on hold during time off in case one should take place.

14

In the fall of 2007, the employees brought their concerns to management, who were impressed by their dedication to not taking a step back from the service they had established. At that time, MoDOT did not have a system for compensating on-call employees in place. Even so, it would have provided only a temporary solution.

The solution the employees came up with was a weekend crew, which would serve as an extension of their buildings. Management challenged them to help identify what could be accomplished by this crew.

Now in its fifth month of operation on weekends, the Interstate 44 Weekend Maintenance Crew has developed into a tool for managing overtime and increasing overall efficiency. For example, uninterrupted traffic flow is supported through quick response to incidents on Interstate 44 during periods of peak traffic volumes, which include Sunday afternoons and major holidays, by providing traffic control at the scene in clearing incidents.

According to Weekend Maintenance Crew Supervisor Brian McMillian, activities vary from one weekend to the next as he starts his work plan with projects the weekday crews' schedule was unable to accommodate. These activities have included cleaning out ditches, repairing driveways, herbicide application, mowing and during off-peak hours, pavement marking and street sweeping. In this way, the weekend crew serves as the extension to existing maintenance.

"Instead of only four days per week, now we have the option of seven days in which to schedule work," McMillian said. "We have particularly seen benefit with herbicide application. As anyone in maintenance knows, there are only two week windows when herbicide application is practical, so having these extra days to work with is very beneficial."

The crew is involved in improving roadway visibility by addressing and, if need be, replacing roadway signs and delineators on Interstate 44. This improves safety by providing almost immediate response.

Another interstate-related need is the rest area. As issues arise, the weekend crew can address them as opposed to calling out weekday crew members or saving less emergent matters for when they return the next week.

Also important is their availability during times convenient to customers. McMillian and his crew are able to meet with customers on issues such as driveway concerns when they are home. Many times, weekday crews become

engaged in phone tag as they attempt to make contact with customers who may be at work or involved in other weekday activities.

In addition to expanding the work schedule, the crew also is positioned to follow up on work such as chip seals or respond to unplanned roadway events. Maintenance Superintendent Charlie Schroyer said this is where overtime management comes into play. "If our weekday crews are on a large chip seal job, they can chip right up to the end of their work week and the weekend crew can finish out the job," he said. "If a roadway event occurs, rather than calling out weekday employees on overtime, the weekend crew can respond. We figured up in the first month if we had paid out overtime to weekday employees for the number of hours worked by the weekend maintenance crew it would have been the equivalent of approximately two salaries."

Another important benefit is having personnel available to relocate equipment on weekends so when the weekday crews arrive at the beginning of their workweeks, they are ready to begin work. This avoids lengthy trips to other buildings to gather up equipment and shortens prep time.

The crew is split into three groups, each reporting to the three maintenance buildings in Cuba, Rolla and St. Robert. This allows them to operate individually or combined depending on the location and project.

"This gives us a lot of flexibility in staffing," McMillian said. "With Rolla at the center of our interstate stretch, we

can send them either way or move crew members from Cuba or St. Robert into Rolla. This also maintains our ability to respond timely to roadway events."

Schroyer said a five-month training period was necessary to get weekend maintenance crew members ready. "Following the hiring process, we trained them on regular maintenance duties with the weekday crews," he said. "This allowed them to develop their skills before moving to the weekend schedule."

The weekend crew has also presented an opportunity to train employees for weekday positions. Human Resources Manager Denna Tune said it has become a hiring tool. "We hire employees onto this crew with the understanding that as openings on weekday crews come available, they have the opportunity to move into those positions," she said. "This provides us with a good pool of candidates for our weekday crews along the interstate."

"One thing we did not expect was how many of the weekend maintenance workers prefer to stay with that schedule because it fits their personal needs. In fact, there has been interest among weekday employees in moving to the weekend. This option is an opportunity for us to even further support and develop our employees."

District Engineer Tom Stehn said this crew has been a tremendous benefit so far. "We are pleased to have arrived at a solution that benefits MoDOT by making more efficient use of our resources and supports our employees," he said.

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Roger McCallister and James Barnes are weekend maintenance crew members reporting to Rolla. Among their duties is cleaning debris at the base of rock cuts along Route 63.

D10

Southeast

Partnership Benefits MoDOT and Local County

by Marissa Van Robey

Demands for transportation improvements have greatly outpaced the funds to meet them. In response, District 10 and Pemiscot County formed a partnership. As the first partnership of its kind in the Southeast District, it will test how D10 and a county can work together to complete projects that may have been difficult to achieve alone.

“MoDOT is doing all it can to utilize other resources when available to improve our roadways for the public,” said Maintenance Superintendent Dave Kitchens. “Both MoDOT and the county have specialties, and by forming a partnership we can use those to everyone’s advantage. The challenge is to find a service we can provide that the county needs, and finding a service of equal value that the county can perform for the state.”

For example, Pemiscot County needed MoDOT to help complete patching work on a portion of County Road 259. Kitchens said due to the county’s resources and equipment, they might not have been able to perform this work on their own.

In return, the county will perform ditch work for MoDOT. Work will take place on Interstate 155 around the 5-mile marker. The county will clean out the ditches in this area, removing all of the trees. Although MoDOT has the equipment needed to complete this job, it is currently unavailable because it is being used in another area of the state. Through the partnership with the county, the project can be completed more quickly.

MoDOT has already completed their portion of the work in Pemiscot County and is now calculating its cost. Kitchens explained that the county must perform ditch work that is equal to the cost

of MoDOT’s patching work. The county is expected to begin their portion of the work sometime this fall.

“Pemiscot County has been really great to work with,” said Kitchens, “and I think the partnership will have a positive outcome for both MoDOT and the county.”

Presiding Commissioner of Pemiscot County Jim Atchison explained that the county learned of partnership possibilities through a speech delivered by MoDOT Director Pete Rahn. Then, the



MoDOT performs patching work on County Road 259 in Pemiscot County as part of the partnership.

county wrote a letter describing their needs and began working with District 10 to form a partnership.

“It is a great program,” said Atchison. “Pemiscot County is excited about being presented with the opportunity to participate.”

The goal of the partnership is to provide the best and most cost effective projects to both MoDOT and Pemiscot County. While this is the first partnership between District 10 and a county, it appears to have been very successful for all parties involved.

District 10 Sponsors Summer Blood Drive

by Marissa Van Robey

By the time you read this sentence, approximately four people in the United States will need donated blood to save their life. To help ensure there is enough blood available to meet this need, District 10 sponsored a blood drive on July 21.

During the blood drive, 39 people came to donate and 37 units of blood were collected. Each of these donations has the potential to save up to three lives.

“The efforts of MoDOT have always been greatly appreciated, and their support of the community blood program will go a long way toward replenishing blood supplies and ultimately saving lives,” said Crystal Jones, American



Senior Equipment Technician Dallas McRoy participates in the recent blood drive.

Red Cross Donor Recruitment Representative.

District 10 normally sponsors two blood drives a year—one is held during the summer and another blood drive is held in the winter.

“This has been one of the best blood drives we have held,” said Senior Risk Management Technician Jill Feters. “We even had seven first-time donors.”

Feters feels that the employees like to get involved with the blood drives and enjoy giving.

“We are a big organization, so we can do a lot to help the community,” said Feters.



District Engineer Mark Shelton donates blood.

‘Team Spirit’ Educates Youth

MoDOT employees and Southeast Coalition for Roadway Safety members recently participated and helped to

to their schools to implement—an action plan to promote safe driving and to help save lives.



During Team Spirit, students work together to build an action plan to promote safer driving habits.

facilitate a Team Spirit conference in D10.

Funded through the office of Highway Safety, Team Spirit is a program designed to empower youth to take an active role in promoting safe driving habits and preventing impaired driving.

During the conference, students worked to prepare an action plan to take back

D10 Retiree

James Rhoades retired Aug. 1 after 29 years with MoDOT. Rhoades was a maintenance crew leader in Portageville.



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Connections

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MoDOT Uncovers a Sign of History

by Nathaniel Allen

A recently opened storage closet at MoDOT has unearthed mementos of Missouri's transportation history. According to the Eighth Biennial Report of the Missouri State Highway Commission from 1932, the sign that was found was most likely erected along Route 66 in Missouri in 1931 or '32.

"The significance of the sign, no matter where it came from, lies in its connection to Route 66," said MoDOT Senior Historic Preservation Specialist David Austin. "It became an interstate highway in 1926, linking Chicago and Los Angeles, however, it was not completely paved until 1938. Unfortunately, it is impossible to know any particulars about this sign and its provenance is probably lost forever."

Even though the details of this particular sign are lost, the highway that is known as "The Main Street of America" and "The Mother Road" may not have

had the significance it has today without the name "Route 66."

"Route 66 has become associated with early tourism, westward migration, the love of travel and the automobile in popular culture," Austin said. "However, it wouldn't have been Route 66 at all with out the persistence of the Chief Engineer for the Missouri State Highway Department (now MoDOT) in 1925 and '26."

According to a report written by Tom Gubbels, senior historic preservation specialist, Route 66 was going to be Route 60 because all major highways that ran east to west would be given numbers that end with zero. When the highway linking Louisville, Ky. and Springfield, Mo. received the name Route 60 from the Bureau of Public Roads and the highway linking Chicago and Los Angeles was dubbed Route

62, the Missouri State Highway Department's Chief Engineer was upset.

According to Gubbels report, in 1926, B.H. Piepmeier, the chief engineer for the Missouri State Highway Department met with Cyrus Avery, chairman of the Oklahoma Transportation Department, and wrote a telegram to the Bureau of Public Roads requesting the change of Route 62 to Route 66. Federal and state officials agreed to

the change and on November 11, 1926, Route 62 was forever known as Route 66.

Now historic Route 66 mainly follows Interstate 44 and Route 96 through Missouri. There is one small stretch of highway that runs from Joplin to the Missouri-Kansas border that is actually called Route 66.

